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SENEGAL

5: Crowder J-5 (1955-1961) 1962
MS37 Senegal MS37

7:Crowder J-5 (1955-1958) 1959
MS37 Senegal MS37

2

The Revolution

OUR bus had been travelling across monotonous scrub country for several hours. The road was excellent, but the journey uncomfortable in the heat of the afternoon sun. The goats on the roof had not stopped screaming since we left Kaolak and the hair of two Mauretanian women sitting in front of me exuded a suffocating odour of rancid butter, with which it was greased, attracting a large swarm of flies. The bus had a drowsy lethargic atmosphere in which we could neither sleep nor think.

After we had been travelling for what seemed an eternity, the skyline was broken by some small hills, covered with lemon-leafed trees. I cannot adequately describe the visual relief those hills afforded. For their significance, they might have been mountains. Towards evening we left these hills behind us and our road quite suddenly came upon the sea, which stretched out before us an undecided compromise between grey and blue. Its shore was skirted by mud huts, from which hung long fishing nets, tied to gaily painted canoes.

There was a sudden stir in the front of the bus. A voice cried: 'Dakar, ici Dakar.' I looked beyond the fretwork silhouette of the fishing village, beyond the cold grey of the sea to an incredible backdrop: a vast city of giant houses, gleaming in the late sun, rode the horizon like some fantastic flotilla of the future.

'Dakar, ici Dakar.' The voice cried once more and the excited passengers took up the refrain.

Our bus pulled up into a large lorry station, in a part of Dakar whose resemblance to the Motte-Picquet-Grenelle suburb of Paris immediately struck me, except that Africans had been substituted for Algerians. At once there was a mad scramble to get

114 /665/ The study of demography in the countries of Black Africa has made great progress in recent years. Nevertheless, it has often had to be limited to monographs because of the diversity of the ethnic groups and the lack of census statistics.

Among the questions to be studied is that of consanguinity, often in these regions and sometimes responsible for demographic stagnation and an unhealthy condition. It is in this direction that the activity of Dr. Cantrelle of the Institut français d'Afrique noire /French Institute of Black Africa/ is oriented. The high degree of endogamy among the populations that he has studied is given particular attention. The results presented here deal with the Senegalese Fouta and are to be followed by more complete data pertaining to the Fouta Djallon.

Introduction

●133 The Senegal River separates the republic of Senegal from that of Mauritania. Its central valley, running from east to west, between Dembakané upstream and Dagana downstream, constitutes a region defined by history and geography, the Fouta Toro. This is a long alluvial strip more than 400 kilometers long by ten kilometers wide on the average, hemmed in by two semi-arid regions, the Mauritanian Sahara on the north and the Ferlo of Senegal on the south (Map No. 1). In contrast
161 to these two regions, in which lives a population of nomadic shepherds, very low in density, the fertile valley has a concentration of farmers, fishermen, and livestock-raisers, with a relatively great density of about 20 inhabitants per square kilometer downstream, 35 near the center, and reaching 50 upstream.

143 Like most of the large valleys, it is a zone of passage which in the course of previous centuries has mixed together populations of varied origin, and one can assume that this region of homogeneous appearance, and where Islam is the sole religion, has created conditions favorable to panmixia (1).

1. Panmixia: assemblage of hypotheses

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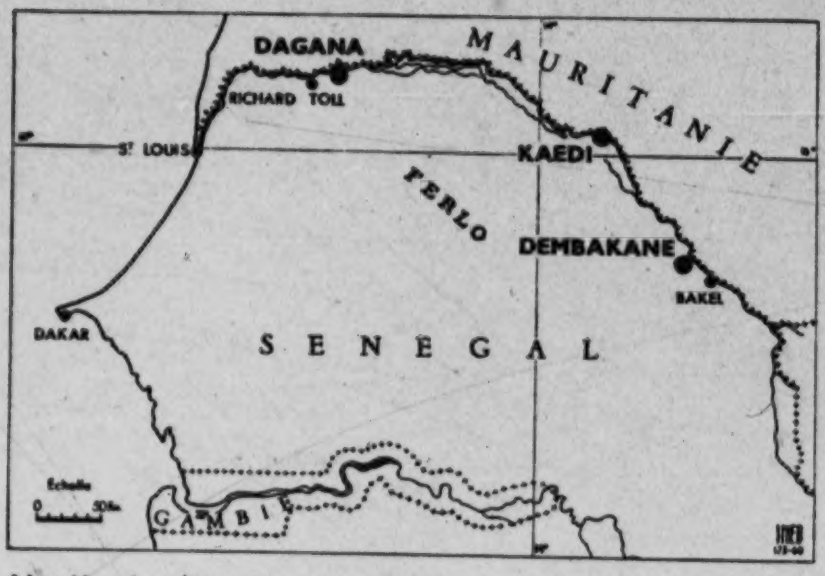

Map No. 1. /Mauritanie = Mauritania; Gambie = Gambia; eschelle = scale./

128
143 and variation of these facts with regard to dates and regions, thanks to various registers which have existed for several generations (Sutter and Tabah [4] and [5], Sutter [6]).

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143 In the western part of Africa it is difficult to gather this kind of information, which the administrative censuses do not normally give. The first quantitative study of endogamy by M. de Lestrange in Guinea among the Coniagui [7] has permitted an evaluation of the size of the isolate, one woman /667/ being able to choose her partner from among 400 to 500 men, but does not specify the frequency of consanguineous unions. It deals with a closed population limited to 8,000 persons.

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125 The population of the valley of the Senegal itself is much more extensive and, in principle, not closed. In this case a demographic inquiry by sampling, taking one out of ten, has been resorted to, which made it possible to establish, in 1957, not only its classic characteristics of structure (sex, age, ethnic affiliation, place of birth, etc.) and of natural change (fertility, mortality), but also elements permitting precise determination of its degree of endogamy,

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491 [131] At kilometer 13 on the Dakar-Rufisque highway and branching off at a right angle to the latter there is a side road with a sign bearing the notice: Dagoudane-Pikine. Two hundred meters farther on, just beyond the church on the left, the road forks, and the right branch, after passing between two gas stations, in turn divides in two. These three roads, after describing several more or less sinuous meanders, take a northwest direction and traverse the agglomeration from end to end, the east road and the west road being symmetrical in relation to the center one.

● 133 361 Viewed from an airplane, the agglomeration has, in general, the shape of a large rectangle laid flat, its length measuring two kilometers and the median width 1,240 meters. This impression of flatness is deceptive, for the ground is slightly hilly, and the 2 CV which ventures into the cross streets may have the disagreeable experience of not being able to climb back up certain sandy slopes. Very schematically the terrain appears thus: the two center streets and the west one extend along the summit of one dune, with a depression between the two. To the west of the west street, the land descends slightly and then rises again before dropping down to the Niayes. The east street, on the contrary, is located halfway up the slope of a dune, the summit of which runs along the center street and is separated from the latter by a depression which sinks down more and more as one turns northward. Finally, to the east, the land rises again slightly before the railway which skirts Pikine and bounds it on the east. On the north it is -- or rather was, for the land was already divided into lots in 1960, the date of the investigation -- the route of the Niayes which forms the line of demarcation, and on the west the Niayes themselves. /156/ On the south, except for the sheds of the ICOTAF in the eastern part, there is no clear boundary.

36 For the visitor who views the agglomeration for the first time, Pikine leaves a contradictory impression: first, of uniformity and monotony. It is undoubtedly easy to orient

361 /70/ New countries present the peculiarity that their important cities are established along the coast, for example, in South America and in Australia. West Africa is no exception to this rule; Dakar, Conakry, Freetown, Monrovia, Abidjan, Accra ... are port cities. In contrast, cities in the interior are rarer; Bamako and Bobo-Dioulasso are important centers, but represent exceptions.

Thiès in Senegal does not entirely belong to either one of these categories. Located some 50 kilometers as the crow flies from the nearest port, it benefits from this proximity only in a very imperfect way. Nor is it a city of the interior; its economic relations with the port of Dakar do not permit such an appellation.

361 369 It is of recent creation and cannot, in contrast to Saint-Louis, Rufisque or Dakar, boast of a rich historic past (African or colonial); it no longer possesses that embryo of the old Creole middle class which would have been able to check its evolution toward the rapid formation of a more modern society, more Western in its conception. It is a new city that seems by a stroke of fate to have thrust out from the African bush as a kind of crossroads where the lines of modern communication have come to promote its fortune.

361 133 Before examining the different reasons which governed its implantation on such a site, it is advisable to place the city within the Senegalese countryside that surrounds it. When the traveler, leaving Dakar, takes the road or the railway which leads him to Saint-Louis, he leaves the Atlantic coast at the village of Bargny and then crosses the plain of Cape Verde over some 60 kilometers. A few moderate undulations occasionally break the monotony of the landscape; these are the Ndias "massifs." A little before the village of Pout, the eastern horizon is obstructed by a line of elevations giving the impression of sizable and brutal relief. Very soon, however, some ten kilometers from this village, one reaches the slope of Thiès. Its altitude is very slight; it culminates at 137 meters. The road and railway track ascend /71/ the face by a steep grade that makes use of a narrow defile called "Ravin des Voleurs" /Ravine of Thieves/. One quickly

/71 cont./

361 reaches the summit of the plateau.

[133] [137] The landscape which one then discovers seems more open: few trees or none at all; only a shrubby vegetation in the form of brush from which some baobab tops emerge. In the background there gradually appears the light color of the first houses of Thiès. The contrast between the green foliage of the city and the surrounding countryside, bare and yellow, blinding with light, is striking, especially in the dry season.

The aerial photograph, or better still the flight, makes this contrast appear even sharper. The city, with roughly triangular outlines and divided into large patches of geometrical squares flecked with innumerable dark spots of green foliage, stands out particularly sharply against the grey and deserted bush of the surroundings. The presence of an urban center on this almost unpopulated plateau seems strange, and one might wonder what reasons caused this not very hospitable site to be retained for the establishment of a relatively important city?

1. The History of Thiès

361 133 [104] [443] 1. The site.

The plateau on which the escale (1) has been built

1. "Escale" here means a place where caravans rested after the halt of the day's journey and where small-scale trade was carried on; by extension, a village or city-market generally located on a railway.

slopes slightly toward the east, while its western face forms a steep slope. Plateau and slope belong to geological formations of the same date as those of the Cape Verde Peninsula and consist principally of limestone from the end of the Secondary/Mesozoic/ subsequently overlaid by a ferruginous shell. It is probable that the eastern section rose up and the western one sank in the Tertiary.

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/71 cont./

●133 The presence of a marl-calcareous horizon at a slight depth, the arrangement of the layers sloping toward the east, has favored the formation of a perpetual phreatic layer close to the surface and capable of supplying all the wells of the Thiès plateau.

The Thiès slope describes a concave line 40 kilometers long which begins in the north at the height of Mont-Rolland and ends abruptly in the south at the height of the village of [361] Tiao. The brow of the slope, with an average altitude of 100 meters, is cut broadly and deeply only by the "Ravin des Voleurs." At the foot of the slope there stretches a depressed, more or less swampy zone, /72/ /Fig. 1 appears here/ which borders it from north to south. Beyond Mont-Rolland, toward the northwest, accumulations of dune sand extend to the ocean (Fig. 1).

369 175 During the period of the pacification of Senegal by Faidherbe, Thiès was only a small village of unruly Sérère-None /Serer/, pillagers of caravans when the occasion presented itself. [361] This village was established near the actual site of the Faidherbe Redoubt, in a shaded and cool spot, hence the name "Diankhène" which was given to it and which means place of repose.

In 1856 Dakar was founded, and Saint-Louis developed. [648] A treaty concluded with the damel of Cayor (2) authorized the

2. Damel, Wolof word meaning sovereign.

[206] installation of a telegraph line to connect these two cities. But the execution of the work came up against the ill-will of the damel and the continual insecurity that prevailed in the region of Thiès.

After the creation of the post of Mbidjem, near Lake Tanma, the /73/ post of Thiès was built in 1863. Its [361] [487] role was to pacify and to cover, in case of necessity, the troops that operated in the region. The latter, coming from Gorée and from Dakar, took the trail /piste/ from Rufisque to Pout and from there reached the post of Thiès and Cayor by way of the "Ravin des Voleurs," the only easy and direct passage that connected Cayor with the Cape Verde Peninsula.

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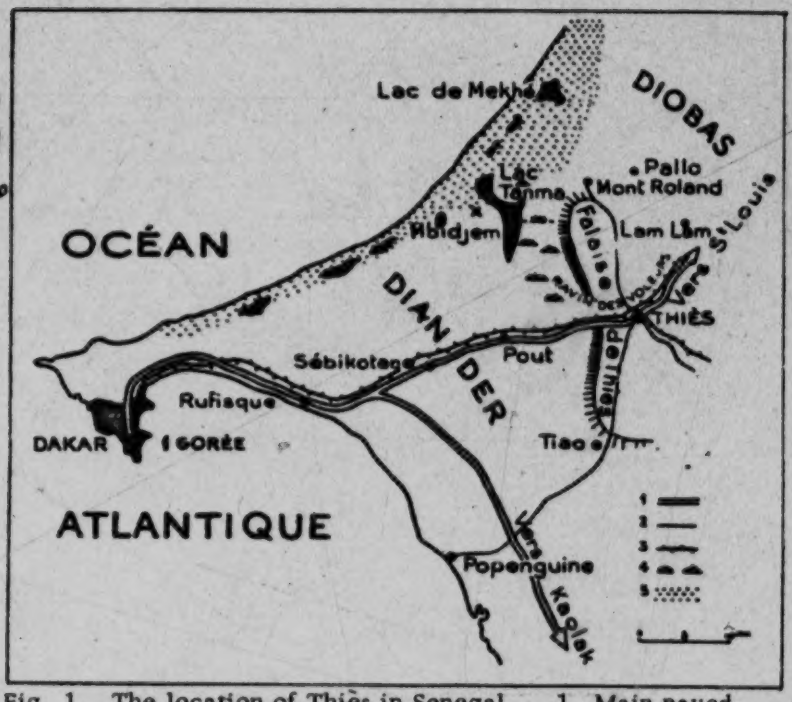

Fig. 1. The location of Thiès in Senegal. 1. Main paved road; 2. secondary road; 3. railroad; 4. swamps; 5. sand.

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Verde Peninsula. As long ago as this epoch Thiès seems to have been a strategic point and support point of primary importance.

As early as 1880 the provinces of Diander and Diobas were pacified. The military posts lost their importance and were abandoned one after the other, for example, Nguiguis (near Tivaouane) and Mbidjem. Only the one at Thiès, because of its exceptional location, survived and developed.

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2. The commercial escale (1880-1923).

The years of the decade 1880-1890 corresp[illegible]d to the period of the development of groundnut cultivation in Senegal and to the construction of the Dakar--Saint-Louis railroad.

/73 cont./

175 369 499 133 The surveys for the future course of this railway revealed that the shortest route would have to follow the Atlantic coast, but since this is bordered by dunes it would necessitate some important construction work. The passage across the slope of Thiès was also a serious obstacle, but the "Ravin des Voleurs" made access to the plateau possible; the line would thus follow the valley which cuts the brow of the hill, then the depression which follows the plateau to the east, and would pass in front of the military fort established at its extremity.

175 369 [361] The fortune of Thiès was made: as early as 1885, the date of the opening of the railroad, the merchants of Rufisque set up branches there; a plan for dividing the future city into lots was outlined. This plan, unfortunately, foresaw the development of the city only north of the line, along the trail connecting Thiès with Rufisque and Dakar. A Catholic [797] mission was established in the vicinity, and in 1893 the first civil administrator occupied the new residence built near the Faidherbe redoubt.

175 369 439 [496] [492] The groundnut policy developed successfully; 20,000 tons of groundnuts were shipped by rail from the Thiès station in 1890 (3). Commerce, however, was not established in

3. Convoys of camels competed with the railway up to 1910 and transported their cargo to the port of Rufisque. Thiès was the last stop before reaching the quays of embarkation 50 kilometers away.

[366] [441] permanent fashion in the escale: only during the period of trading (from November to May) did the European employees sent by the firms of Rufisque live in the city and buy groundnuts, millet, cotton ... at their branches; from May to November they returned to Rufisque, and most of the shops in Thiès were closed, the city seemingly dead.

19: Pehaut--19 K-4 (no date) 1961 MS37 Senegal MS37

/Between pp. 16-17/

Plate I

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[291]

A. Harvested field of groundnuts in Wolof country.

B. The groundnut harvest in Sérère country.

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[361] "Dakar is the only city, in the European (or Western) sense, in all of West Africa," wrote D. Wittlesey in 1941 (1).

[113] 1. Derwint Wittlesey, "Dakar and other Cap Verde Settlements," The Geographical Review, 1941, p. 609.

Things have changed since then; Conakry, Bamako, Abidjan, and other centers have become true cities. It is incontestable [162] that the 230,000 inhabitants counted in the census in 1955, of [563] whom more than 30,000 were non-Africans, make Dakar the most important city in all of the Black Africa of French expression. In 1957 its port had more traffic than all the other ports [505] of former French West Africa; in 1960, 8,000 vessels, with a capacity of 21,000,000 tons (2), put it among the most frequented

2. The official figures are 7,948 vessels and 20,992,111 tons.

[162] ports of Africa. But 50 years ago Dakar did not have 25,000 inhabitants. The rhythm of its growth is thus on a level with that of certain mushrooming cities in the United States of America. Dakar does not owe this extraordinarily rapid development solely to favorable natural conditions, as is often said, but also and especially to a complex interaction of historical, economic, and political factors. It is a crossroads born out of the effective integration of the African world and South America in the European economic system, an integration linked with the search for raw materials and markets, made possible and necessary by the great technical progress realized since the middle of the nineteenth century. City-crossroads, all of its vitality depends on the state of its relations.

•[133] 1. Birth of Dakar. The head of the peninsula of Cape Verde, on which Dakar was established, is an assemblage of

/372 cont./

369 plateaus made up of two volcanic systems of different ages,
133 separated by a small, low plain, the whole tilting toward the east-northeast. This head of the peninsula is savagely attacked by oceanic floods which create on these coasts many capes and little bays, as well as some little detached islands not very far away. It is in one of these little bays, the bay called Dakar,
361 the most extensive and the best protected, that the great modern
369 port is located, between Pointe de la Défense and Pointe de Bel-Air (Fig. 1).[1] Incontestably, this head of the peninsula makes a favorable site for a port city, a site whose equal would be sought in vain in West Africa (Fig. 2).[2]

131 /373/ But even more than the site, it is the location of
361 this forward cape of Africa that constitutes a trump of the first
369 order in the cards of Dakar. Crossed by the north parallel 14°
487 40' and located at the center of curvature of the great western bulge of the African continent, almost halfway between the 30th degree north where the desert begins and the regions of the Bénin, former slave-dealers, the peninsula occupied an interesting position in the former navigational system of the central and southern Atlantic, for both the ships coming from the north and those coming from the south. It was in fact chosen as the first place of easy reprovisioning for the sailors who had traveled for several days along a desert-like coast from south of Morocco, while, for the ships coming from the Gulf of Guinea, it was the last place for provisioning available before the Canaries. Moreover, the tip of the peninsula is the most westerly of all the headlands of the Old World. Cape Dunemore in Ireland, which is the most westerly in Europe, does not go beyond 11° west of Greenwich, whereas the peninsula of Cape Verde goes beyond 17° west, even reaching 17° 32' 16" at Cape Almadies. Dakar is thus more than 500 kilometers west of Casablanca (3); it is

[113]

3. Marcel M. Chartier, "Dakar, Port aérien /Dakar, aerial port/," in Cahiers d'Outre-Mer, 1948, p. 87.

[1] [See category 116, P. 5 -- Analyst]
[2] [See category 116, P. 11 -- Analyst]

/373/

369 36 [131 [487] therefore one of the Old World's closest points to South America (4). Dakar and Natal are about 3,000 kilometers apart.

4. Cape Roxo and the region of Freetown are closer from Cape St. Roque by 250 kilometers (cf. J. Richard Molard, in "La presqu'île du Cap-Vert /The peninsula of Cape Verde/," I.F.A.N., Dakar, p. 10). [113]

These advantages of site and location, however, should not make one forget that the tip of the peninsula of Cape Verde did not have easy access. On the one hand, the shallow depths which border it on its north front caused many shipwrecks, the pillage of which in part supported the riparian populations, and, on the other hand, it did not offer any security for the possible establishment of a settlement because of the very independent character of the Lébou, who were tightly organized in a geronto-theocratic republic under the authority of the "Great Serigne" (5). [133] 369 175 [579]

5. Great Marabout.

after being freed from the bondage of the Damel (6) around 1809.

6. King of Cayor.

Thus, one should not be surprised that the actual occupation of the peninsula by France was very late. For a long time the island of Gorée better satisfied the needs of the early navigators. Discovered by the Portuguese at the same time as Cape Verde, in 1444, the island, located off the southeastern cape of the peninsula, was still uninhabited when the Hollanders appeared at Cape Verde in 1588. In 1617 the latter bought it from the chiefs of the coast "for iron and some nails" (7). This island of less than a

7. Dr. Cariou, note on Gorée in "La [113]

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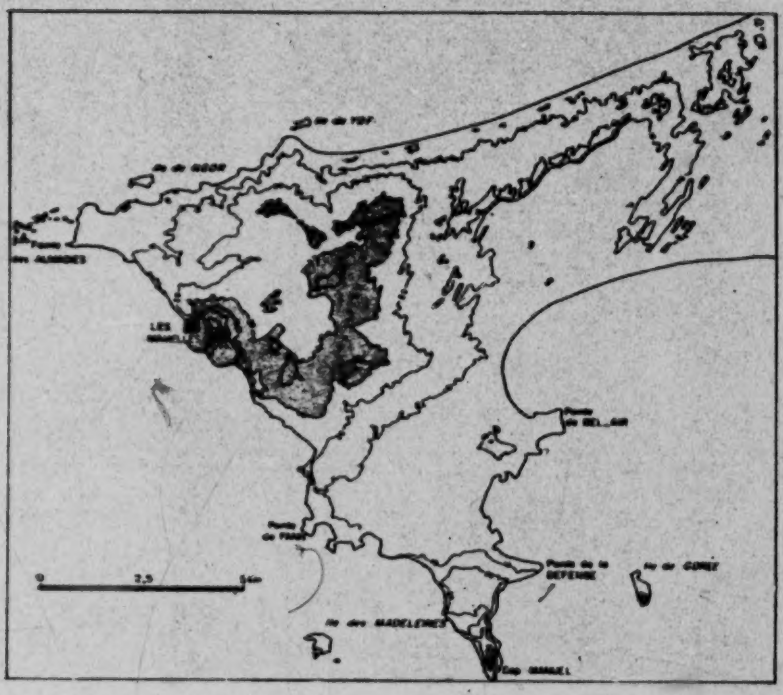

Fig. 1 The site of Dakar.

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of making it a kind of colony (Pl. XXI A).

But at the same time, with slavery abolished, Europe was instituting new forms of relations with the underdeveloped countries, imposing itself on the populations for the establishment of a new order less cruel than slavery and better suited for profitable improvements that were more diversified, more systematic, and more in accord with the requirements of the European societies which the technical and industrial revolution was more and more transforming. From this perspective, Dakar could become an incomparable point of support: its site was favorable for the establishment of a city; its coves could harbor a military port and a commercial port.

[912]

Thus, on 25 May 1857, Dakar was officially occupied in the

[See category 116, P. 15--Analyst]

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS31
Gambia FC1

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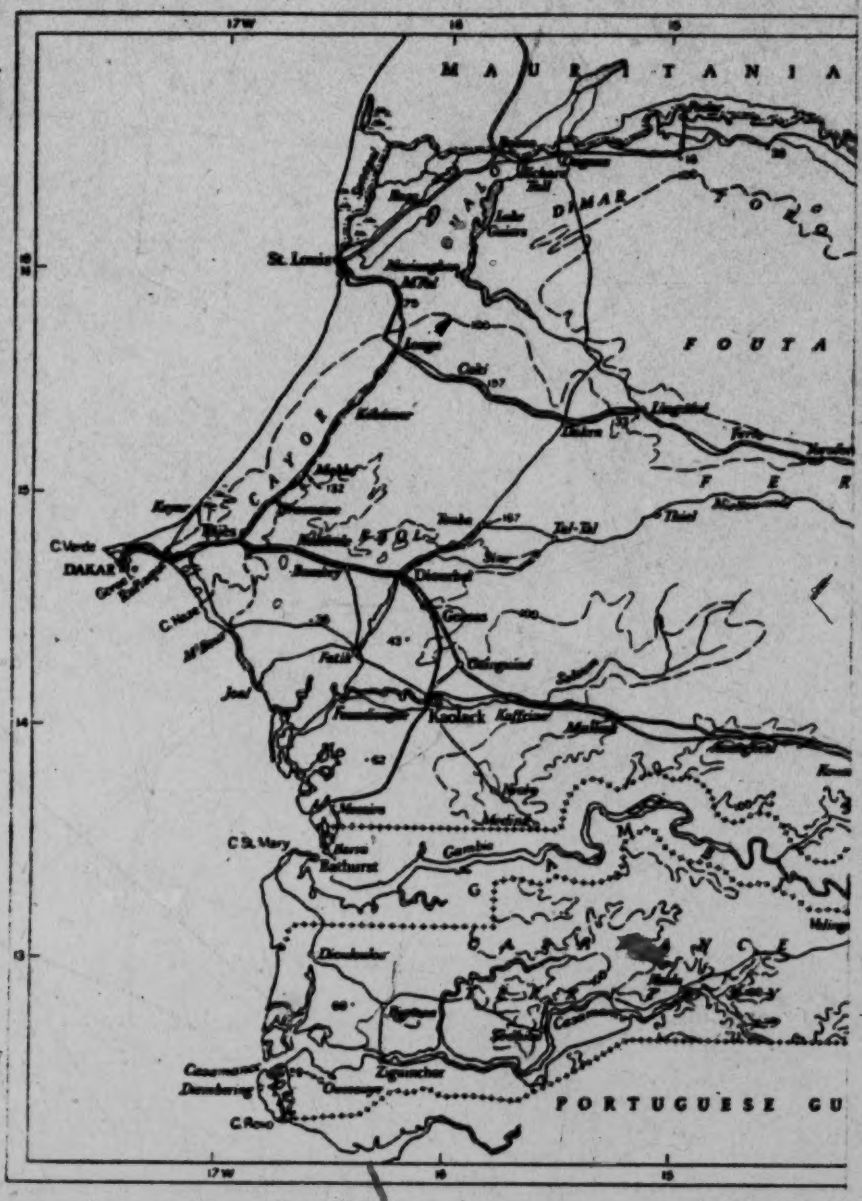

FIG. 47. Senegambia

[Facing P. 395 (A)]

[Pp i-xvi and pp. 1-394 not processed]

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 39
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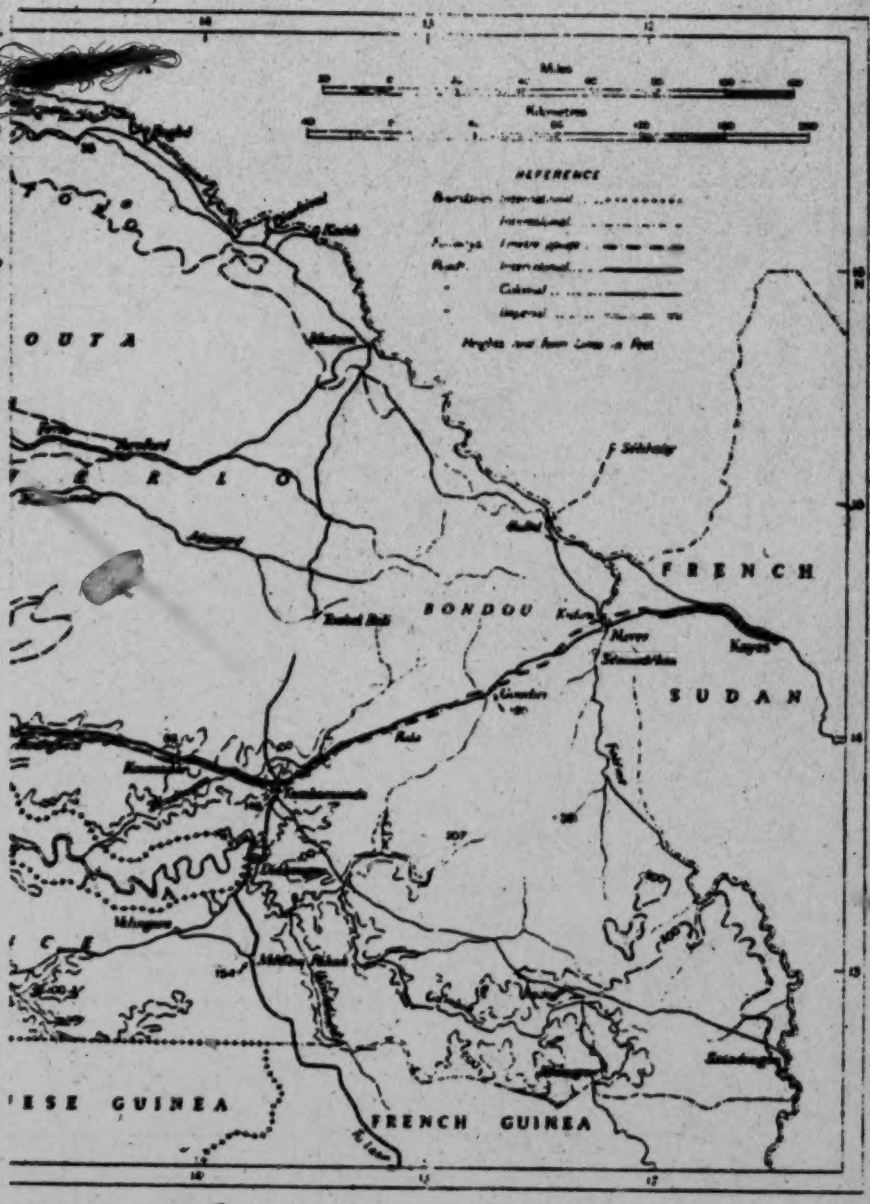

Sd. 47. Senegal

[Facing P. 395(B)]

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37
Gambia FC 1

S 131 The intercolonial boundary between Senegal and Mauritania begins at 16° 04′ N., 20° 31′ W. It runs east, then north-east, and then south-east to reach the Senegal river 2 miles above St. Louis. The right bank of the river is followed upstream for more than 500 miles until the confluence with the Falémé. This left-bank tributary is pursued, jointly with French Sudan, upstream for 30 miles, but the boundary is east of it for 64 miles, before rejoining it for a further 130 miles. At the end of this last stretch is the meeting-point of French Sudan, Senegal, and French Guinea, and the boundary between the two latter colonies turns west along the foothills of Fouta Jalon. It is fairly straight for its first 60 miles, but later it bends considerably. It crosses the Gambia river 18 miles above Kédougou. It then follows an even more irregular course westwards, but curves north to avoid Youkounkoun. Nine miles north-north-east of this town it turns almost west, and, using one of the headstreams of the Koulountou, keeps this direction as far as 12° 40′ 30″ N., 12° 42′ 45″ W., the north-eastern corner of Portuguese Guinea. From here the international frontier runs due west for 100 miles, ignoring natural features. It then goes south-west for 37 miles and a little north of west for 22 miles before taking a line almost half-way between the Casamance and the Cacheo. It meets the sea at Cape Roxo.

S G 131 The northern frontier of the Gambia leaves the Atlantic coast at 13° 35′ 40″ N. and runs due east for 72 miles. After this the frontier follows a demarcated line which averages a distance of 6 miles from the right bank of the Gambia river. This continues to be the case as far as a point 22½ miles south-west of Tambacounda. The frontier then turns, crosses the river, and reaches a point 6 miles from the left bank. Owing to the river's meanders this is almost on the bank 6 miles below Diabougou. The right-bank procedure is then followed westwards to 13° 21′ N., 15° 46′ 30″ W. From here the frontier goes due south for 12½ miles to latitude 13° 10′ N. This parallel is followed due west to the Allahine river, which marks the last 15 miles of the frontier.

2. PHYSICAL DESCRIPTION AND GEOLOGY

S ● 133 Almost the whole colony lies below the level of 200 feet and, except in the province of Haute Gambie, there is a monotonous regularity of feature. Indeed, the coastal dunes north of Dakar afford some of the

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

most striking topography. In spite of this, there are few wide horizons, for much of the surface is covered with high bush. [133] [137]

The Coastal Belt

The Cape Verde peninsula protects the south of the coast from the Canary current and there is a marked contrast between the smooth sandy shoreline to its north and the muddy estuaries to its south. From St. Louis to Dakar no rivers reach the sea. Behind the dunes which back the coast is a depression into which, baulked of their normal goal, many small seasonal streams empty themselves. This depression is marshy during and shortly after the rains, and at certain places shallow lakes persist. A wider and more permanent area of swamps lies east of St. Louis. It is formed by distributaries of the Senegal and replenished each year by its flood. Lake Guiers is a large perennial sheet of water at the eastern edge of this marshland.

The Interior Plain

North and east of the railways and south and west of the great curve of the Senegal there is a broad Tertiary plain. This is, in effect, a southward extension of the Sahara, and, like that of Mauritania, its surface is formed of low fixed dunes and shallow clay depressions. The general direction of these features is north-east and south-west. Immediately west of Thiès is a prominent line of hills running north and south. It is formed by an outcrop of Lower Eocene strata dipping eastward, and it is covered by the Forest of Thiès. For most of the year the rather friable top soil is dry, but the depressions become bands of swamp for a few months. Across this general alinement of relief two major valleys run from east to west. One is that of the Ferlo, which flows into Lake Guiers, and the other is that of the Nielloumolé and the Maouré, which are the upper sections of the Sine. The general pattern is edged by the flood plain of the Senegal and its subsidiary channels. The longest of these latter breaks off just below Diorbivol and does not rejoin the main stream until below Podor. It encloses the Île à Morfil, which averages 8 miles wide and is over 300 miles long. Most of the plain is covered with thornland or poor grass-woodland, but much of the land in the extreme south-west is highly cultivated. [137] [134] [137] [311]

The South

In the Casamance Territory relief is slightly more varied. The valleys are flat and annually flooded, but the country between rises

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

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107. *Fishermen of the Langue de Barbarie*

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108. *The coast near Yof*

[facing p. 398]

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37

133 to an average height of some 130 feet. Rocky outcrops frequently break its lateritic surface, and the rise from the valleys is invariably abrupt.

The south-east of the colony is mainly the basin of the Gambia, but some parts are drained to the Falémé. Much land is over 300 feet, and, as the surface rises to the Palaeozoic sandstones and pre-Cambrian quartzites of Fouta Jalon, the valleys of the Gambia and of its tributaries, the Nieri Mango, the Niocolo Koba, and the Koulountou, are proportionately deeper. The side valleys of the first two, indeed, are little more than very narrow gullies. Just east of the 13th meridian steep hills rise on either side of the Gambia itself, and, some 15 miles west of Kédougou, a broken spur strikes north from French Guinea. Upon it heights of over 1,300 feet rise above scarps of 300 or 400 feet, and, although the river now beheads its northern end, it has forced the Gambia to take a great northward loop. East of Kédougou the country is more open, for the intercolonial boundary follows the scarps that mark the northern limits of Fouta Jalon.

3. THE COAST

THE total distance from the Mauritanian boundary to Cape Roxo is 333 miles, but 40 miles of this are in the Gambia. The coast of Senegal may be divided into four unequal parts: the mouth of the Senegal river, the smooth curve that flanks the interior plain, the Cape Verde peninsula, and the creeks and estuaries of the south.

The Canary current sets southward along the northern part of the coast, but south of Cape Verde it varies with the seasons. From January to June it flows south or south-east, from June to August north or north-west, and in late August east. During the rest of the year it is variable.

Swell is strong and surf is heavy.

The Langue de Barbarie to the Cape Verde Peninsula

The Langue de Barbarie is some 27 miles long and has been built by the combined efforts of the Canary current and the Senegal. For its last 15 miles it is nowhere more than half a mile wide and it separates the river from the sea. St. Louis (p. 440) stands on an island in the river, but has three suburbs, two on the Langue de Barbarie and one on the mainland. From this mainland suburb, Sor, the railway begins its journey to Dakar. Across the mouth of the

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Fig. 101

[Facing p. 399]

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river is a sandy bar which sometimes prevents entry by ships for several weeks on end. After this the coast stretches south-south-westwards in a gentle curve of sandy beach. There are dunes along the shore, and, inland from them, the marshy depression already described on p. 397. There are very few villages and, indeed, very few landmarks of any kind. Seventy-four miles from the mouth of the Senegal the village of Kayar is perceptible from the sea. It is connected to Rufisque (17 miles) by a colonial road, and immediately south of it is Lake M'Baouar, which is seldom or never without water. After Kayar the coast trends more definitely south-west. Lake Retba, whose north-eastern end is 6½ miles from Kayar, is a permanent salt lake fed by the sea. There are other lakes and swamps behind the littoral dunes. On the coast itself stands another village, Cambérène, which is 22½ miles from Kayar and behind which rise the Petites Mamelles. These are three grey, isolated, sandy knolls, and they mark the beginning of the Cape Verde peninsula (Fig. 48).

The Cape Verde Peninsula and Goree Bay

Yof island (Plate 108), 3½ miles west of Cambérène, stands off the village (Plate 109) of the same name. The beach on the mainland is accessible to surf-boats in all weathers. Just west of the village is a cable hut, where cables are landed, and a tarmac road runs southwards to Ouakam and Dakar. The coast is now more indented, and, 2½ miles south-west of Yof, is a ledge of rocks which joins the shore to Ngor island and behind which is the village of Ngor. Three-quarters of a mile farther west the coast turns almost due south to reach Almadi point (Plate 110), the extreme west of the mainland of Africa. There is a lighthouse on a rock three-quarters of a mile out to sea. Cape Verde itself is 2 miles to the south-east of Almadi point, and behind it are two conical hills called the Mamelles. It was the stunted brushwood on these hills that gave the cape its name. From here to Cape Manuel the coast continues its south-easterly direction, being formed of red cliffs and small sandy beaches. Fann point, 3¾ miles from Cape Verde, marks the north-western end of Madeleines bay, which washes the south-western side of Dakar (p. 444). Some 2 miles south-west are the four Madeleines islands, all of which are rocky and three of which are inaccessible. At Cape Manuel, which is 131 feet high, the coast turns sharply north to form Bernard bay. North of Dakar is Hann bay, and both of these small bays are on the western side of Goree bay. This is generally considered to stretch from Cape Manuel to Cape Rouge, and in it,

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1½ miles off shore from Dakar, is the historic island of Goree (p. 449). The bay is protected by the Cape Verde peninsula and affords good anchorage at a depth of 11 fathoms, and its beaches provide numerous landing-points for ships' boats.

The village of Hann, in the middle of the shore of Hann bay, is a

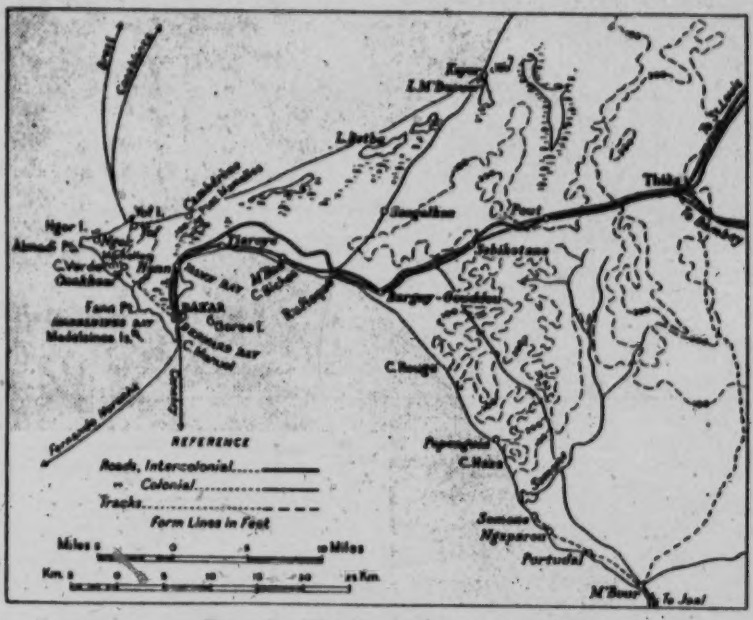

FIG. 48. *The Cape Verde Peninsula*

seaside resort for the inhabitants of Dakar. There is also a botanical garden. The intercolonial road and the railway run near the sea and are never far from it until they pass Bargny-Gouddou. North-east of Hann there is a narrow lagoon between the sea and the road, and the coast bears away north-east, east, and east-south-east for the 11 miles to Rufisque (p. 449). There is much marshland, and the sole feature of note is Cape Biches, a low promontory 2 miles before the town. Bargny-Gouddou is 3 miles east-south-east of Rufisque, and beyond it the coast is cut up by creeks and lagoons, which have small seasonal rivers running into them. Behind them are scattered sandhills which rise eastwards to hills of 200 and 300 feet. Cape Rouge, which barely projects into the sea, has red cliffs intersected by wooded ravines.

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Cape Rouge to Sangomar Point

The hills are near the shore at least as far as the Somone, but the shoreline is fringed with sandy beaches and occasional mangrove swamps. Popenguin, 6 miles from Cape Rouge, has a Roman Catholic church, and, 1½ miles farther, Cape Naze rises to 236 feet. Inland there is a hill of 400 feet. Three miles beyond the cape the river Somone finds its way to the sea through a patch of mangrove-woodland. The coast runs south-eastwards by means of a series of small bays, and the country is more settled and cultivated. A number of sandspits can also be distinguished. These have been built by the prevailing current, and they have either blocked or diverted the short streams and marigots. From the village of Somone, which is a little distance from the river of that name, there is a minor road to Ngaparou, Portudal, and M'Bour (p. 450). Portudal's great days are over, but ships can still anchor about 3½ miles off shore in a depth of 5½ fathoms. There is a reef to seaward of the beach, but west of the village a break allows access to a creek, where landing is possible. There are many other reefs and shoals off this part of the coast. Inland, the road is continued near the shore to Joal, but in many places its surface is very rough indeed. Two miles beyond M'Bour the Balling, a seasonal river, meets the sea, and, 3 miles farther still, is Nianing, a local centre for tracks. From here the coast runs almost due south to Sarène point, a low and sandy promontory. After this the road goes inland a little to avoid a shallow bight, heavily fringed with mangroves and crossed by several marshy streams. South of this, and 1 mile north of Senti point, is the village of Ngazobil, conspicuous by reason of its Roman Catholic church. Joal (p. 450) is 2½ miles farther south-east. From this place onwards the coast is extremely swampy and is cut up by creeks and estuaries. Only the principal features can be noted here.

Eleven and a half miles beyond Joal stands the little village of Diakhanor. This marks the northern end of a strip of land which is strongly reminiscent of the Langue de Barbarie. It has been built by the Saloum and the sea, and it separates them for about 10 miles. An old mouth of the river is clearly observable 6 miles south of Diakhanor, and the end of the strip is called Sangomar point.

Sangomar Point to the Frontier of the Gambia

The Saloum is navigable upstream for sea-going vessels for about 100 miles, and on its banks and those of its tributary the Sine

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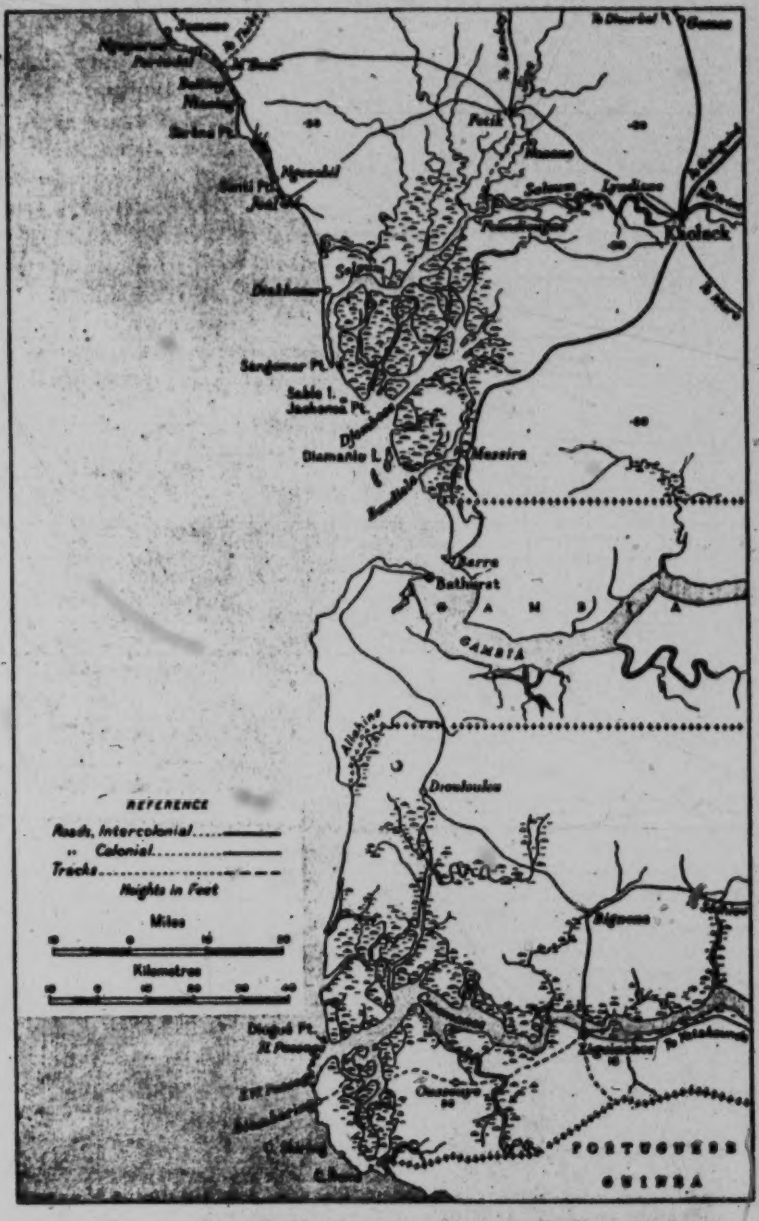

FIG. 49. *Senegal: the Coast from Ngaparou to Cape Roxo*

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are the ports of Foundiougne (p. 451), Lyndiane, Kaolack (p. 452), and Fatik (p. 451). Its entrance is obstructed by a bar of shifting sandbanks. The principal channel, the New Passage, is immediately east of Sangomar point and has a width of 650 feet and a depth of 11½ feet. Inside the bar the river is rather deeper. Four miles south-south-east of Sangomar point is Sable island, 2¾ miles east of which is Jackonsa point. This marks the west side of the imposing estuary of the Djomboss, which is a distributary of the Saloum, but which is also connected to the Bandiala and the Gambia. Southwards there are many shoals and several islands, and navigation is difficult. The largest of these islands is 3 miles long and its northern tip is 7 miles from Jackonsa point. Its southern tip is almost opposite another wide estuary, the Bandiala, the source or terminus of a score of muddy creeks. Four miles south-east of this estuary is the frontier of the Gambia. The next 40 miles of coast are, therefore, in British territory.

Allahine River to Cape Roxo

It has already been noticed that the Allahine (San Pedro) river forms the international frontier between the Gambia and Senegal. The mouth of this river is blocked by sandbanks, so that it connects with the sea only at high tide. For the next 18 miles the coast is flat and treeless, with white sandy beaches on which the sea breaks heavily. There are no landing-points, and off-shore depths are very shallow. After that there are some minor waterways, and, 33 miles from the Allahine, Diogué point marks the northern shore of the estuary of the Casamance. This river, 2 miles wide at its mouth, is navigable as far as Ziguinchor (p. 453) for vessels drawing 15 feet, and as far as Sedhiou (p. 454) and Kolda for smaller craft; but the last 35 miles of its course are through mangrove swamps. The entrance to the estuary is partly blocked by a bar, but there are two places where this may be crossed. One of these, the North Passage, is off Diogué point and has a depth of 13½ feet, and the other, the South-West Passage, is 1½ feet deeper. The coast that faces this passage has a low sandy beach backed by dunes, and the village of Diembering, 8 miles south-south-west of Diogué point, is behind these dunes. The coast curves gradually south-eastwards, still exhibiting the same features but with a number of shallow bays, and between Cape Skiring and Cape Roxo there are many rocks off shore. The latter cape is also low and sandy, and it marks the international frontier with Portuguese Guinea.

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132 hand, in September at Ziguinchor, for example, the midday mean rises as high as 48 miles, although at that time of year interference from cloud is greatest. Whatever the season, conditions are better at midday and in the evening than in the morning.

Temporary deterioration is caused by sand storms, fog, bush fires, and rain. The first occur during December and January over dunes such as those in Fouta and Ferlo. In them visibility may drop to less than 100 yards and the ensuing haze persists for several days over large areas. Fog is common before and after the rains and is to be expected over the southern estuaries at any time of the year when winds are light. It rarely extends above 500 feet or lasts after 9.00 a.m. Between February and April there is local interference from the smoke of bush fires, which rises 2,000 or 3,000 feet. In the wet season heavy rain naturally causes temporary deterioration. At this season also low cloud often blots out the tops of the spurs of Fouta Jalon.

Swell and Surf

133 Details of swell at Dakar are given in Appendix II, and they may be taken as typical of conditions along the whole of the coast of the colony. On beaches farther north there is slightly more north-westerly swell and on those to the south rather more from the south-west. Heavy seas are rare.

Surf, on the other hand, is everywhere heavy. On exposed beaches south of Cape Verde, for instance, rollers sometimes curl in 30 feet of water and break in a depth of 10 feet. Surf is especially dangerous at the mouths of estuaries when a strong ebb-tide is running.

Meteorological Services

654 Dakar is the chief meteorological station in French West Africa, and St. Louis, Tambacounda, and Ziguinchor are also fully equipped for recording both surface and upper air conditions. Their reports [207] are included in the synoptic broadcasts from Dakar, which cover the whole of the west coast. Secondary stations are at Bambey, Kaolack, Linguéré, Podor, and Thiès, whose reports are also included. Twenty-six other places record rainfall.

5. VEGETATION

137 Most of the colony falls within two of the main vegetation zones. To the north there is the thornland, while to the south the zone of grass-woodland has two subzones, the Sudan and the Guinea, and

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110. *Almadi point*

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111. *A baobab tree*

[facing p. 416]

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112. Gore

[facing p. 417]

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114. *St. Louis*

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115. *St. Louis: the North Quay*

[facing p. 433]

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116. *Dakar: Bernard bay*

[facing p. 434]

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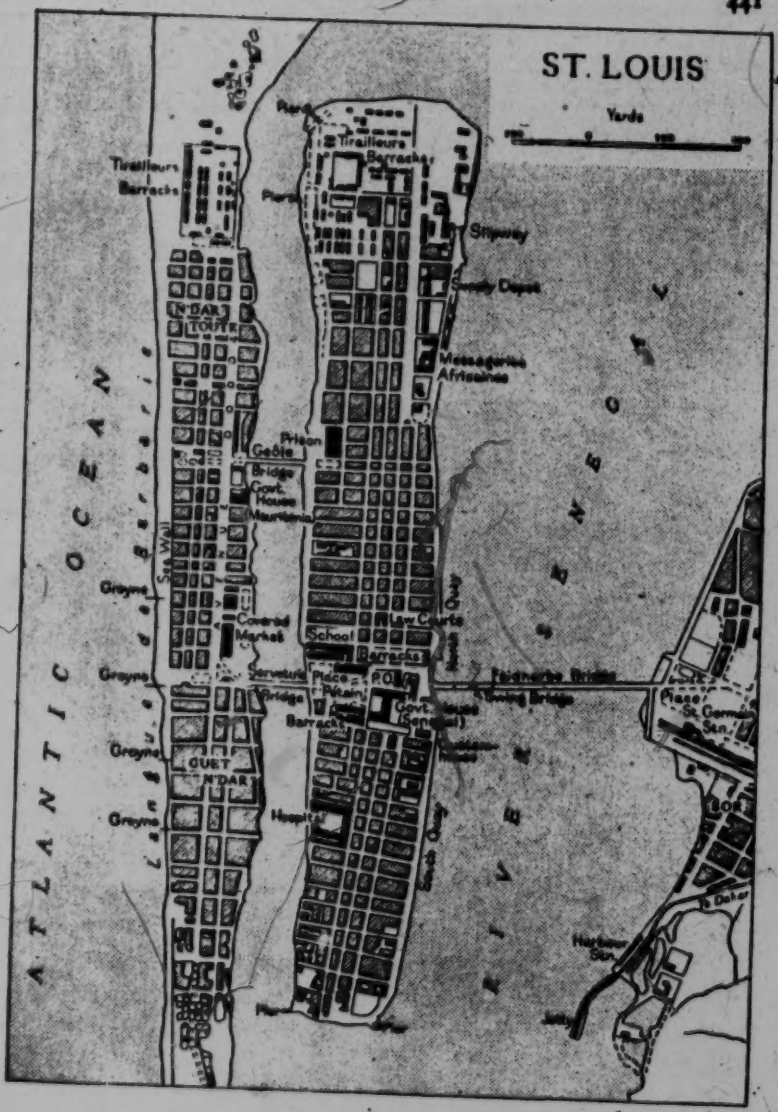

FIG. 53. *St. Louis*

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ST. LOUIS

30 yards. Immediately east of it is the Place St. Germain, on the south-west side of which stands the main railway station. 361

The western side of the Langue de Barbarie has been reinforced by groynes and a sea-wall.

The town as a whole is well planned, and it has many shops and offices.

Trade

The chief exports are oil-seeds and skins. Imports are mainly manufactured goods. In 1937 the former weighed 30,400 tons and were valued at 31,600,000 francs (£253,990), and the latter weighed 8,300 tons and were valued at 11,900,000 francs (£95,640). 439

Description of Port

Anchorages. Outside the bar at the river mouth there is anchorage in 9–11 fathoms. Inside it there is again a depth of 11 fathoms, which gradually decreases until it is 5 fathoms just below Faidherbe Bridge. 504 [133]

Quays. The principal quays are on the east side of the island. North Quay (Plate 115), above Faidherbe Bridge, is 1,050 feet long, and South Quay, below it, is 1,770 feet long with an alongside depth of 12 fathoms. At the harbour station in Sor there is a jetty 600 feet long with a wharf at its head. There are four small piers on the island, whose positions are shown in Fig. 53.

Equipment. There is a steam crane some 600 yards above the North Quay and a slipway a little higher still. Minor repairs can be effected, but facilities are generally poor.

Fuel. A small stock of coal is kept, but no oil.

Communications

Rail. There are three railway stations (p. 467) in Sor, and the main station is the terminus of the line to Dakar (Route 1). 498

Road. The intercolonial road to Thiès (124 miles) and Dakar (168 miles) starts from the Place St. Germain and then turns south when clear of the goods station. At this point the Imperial road branches off north-east to Rosso (66 miles) and ultimately to Tindouf (1,315 miles). There is a bus service twice a week to and from Matam and Nayes. 491 494

Air. The airfield is 3¼ miles north-east of Place St. Germain. Its surface is hard clay and it has one hangar. In normal times there is a weekly Air France service to Dakar. 508 509

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FIG. 54. Dakar

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	Francs
Federal administration (salaries)	10,206,400
Federal administration (other expenses)	1,656,000
Financial department (salaries)	1,447,000
Financial department (other expenses)	370,000
Posts, telegraphs, &c. (salaries and wages)	6,631,000
Posts, telegraphs, &c. (plant and materials)	3,492,000
Public works	6,782,000
Social and economic departments (salaries)	8,868,000
Social and economic departments (other expenditure)	10,850,000
Sundry disbursements	2,726,000
Secret funds	12,600
Unforeseen expenses	25,000
Water department (salaries)	748,000
Water department (other expenditure)	5,545,500
TOTAL	60,033,000

In 1937, however, Extraordinary Expenditure amounted to 8,445,000 francs (£67,875).

The budget for the Port of Dakar has already been given on p. 447.

14. COMMUNICATIONS

WATERWAYS

THE navigable rivers and estuaries of the colony have been fully described in Volume I, pp. 366–7. The principal distances from St. Louis up the Senegal river are as follows:

	Miles
St. Louis	0
Rosso	82
Dagana	116
Podor	177
Boghé (Mauritania)	247
Kaédi (Mauritania)	341
Matam	400
Bakel	519
Ambidedi (French Sudan)	574
Kayes (French Sudan)	

RAILWAYS

There are 648 miles (1,043 km.) of railway in the colony, all of metre gauge. For purposes of description six lines may be distinguished.

1. Dakar–St. Louis (163 miles).
2. Louga–Linguéré (81 miles).

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123. *Railway bridge across the Falémé at Kidira*

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124. *Diourbel: the railway station*

[facing p 464]

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Itineraries

Route 1

DAKAR–ST. LOUIS

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Distance from Dakar Km.	Miles	*Elevation in feet*	*Stations*	*Itinerary*
0	0	..	DAKAR	The main passenger station is by the Bassin Ouest. Immediately north-west are workshops and a goods station. Numerous tracks run along the sides of the basins, and, ¼ mile from the station, there is a branch that connects to the quarries, 3 miles to the west.
4	2½	..	..	At 2½ miles a track turns south-east to the goods station by the oil-fuel depot. At first the main line runs north, but it gradually bends east in conformity with the shape of Hann bay. It is close to the sea across the marigot of Hann, but turns a little inland to reach Tiaroye station. This is 1½ miles from its village. The line continues inland, avoiding plantations of palm trees, and follows a somewhat winding course to Rufisque. The station is on the north side of the town, about ½ mile from the sea. The line keeps parallel to the shore as far as the village of Bargny-Gouddou. Here it swings north-east through wooded undulating country to the brushwood Forest of Thiès. This is on the top and face of a scarp, and the railway makes use of a narrow valley to reach
13	8	33	TIAROYE	
20	12½	..	M'BAO (halt)	
27	17	33	RUFISQUE	
32	20	..	..	
46	28½	82	BEBIKOTANE	
55	34	66	POUT	

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Distance from Dakar Km.	Distance from Dakar Miles	Elevation in feet	Stations	Itinerary
70	43½	207	THIÈS	the important junction of Thiès, the highest station of this part of the railway. There are sidings and workshops. The line to Koulikoro continues to the east, but that to St. Louis turns north-east, running parallel with and about 20 miles from the coast. It traverses a sandy and inhospitable region, which is, nevertheless, important for ground-nuts. The line runs in long straight stretches and is never far from the road.
92	57	164	TIVAOUANE	
104	64½	131	PIRÉ-GOUREYE	
120	74½	132	MEKHÉ	
130	81	125	KELLÉ	
142	88	130	N'DANDÉ	
155	96	133	KÉBÉMER	
171	106	131	GOUMBO GUEOUL	
192	119	128	LOUGA	At Louga there is a junction with the branch that goes south-east to Linguére. The main line adopts a more winding course across a thinly vegetated area, descending gently. At M'Pal it turns west over sandy country to reach the coastal marshlands at Leybar. The Leybar marsh itself is crossed by a bridge of 4 spans, respectively of 89 feet, 108 feet, 89 feet, and 108 feet. The line terminates at Sor (Fig. 53), where there are three stations: goods, main, and harbour. The last named is on a branch track, which runs on to the principal jetty. There is no railway bridge across the Senegal.
217	135	66	SAKAL	
230	143	33	M'PAL	
244	151½	16	RAO	
257	159½	..	LEYBAR (halt)	
258	160	..	..	
262	163	7	ST. LOUIS	

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Route 2

LOUGA-LINGUÉRÉ

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Distance from Louga Km.	Miles	*Elevation in feet*	*Stations*	*Itinerary*
0	0	138	LOUGA	The line branches south-east away from the main line from Dakar to St. Louis. It then turns east to maintain a generally eastwards direction. The country varies little in height and is devoid of features of interest. The line is rarely more than a hundred yards from the road. In its last stages it makes use of a ouadi commonly called the Ferlo Valley.
22	13	151	OUARRÀC	
30	18½	157	COKI	
43	27	164	TIAMEN	
57	35½	190	N'DIAO	
68	42	180	BOUTÉRÒRÉ	
84	52	131	NIANDOUL	
92	57	98	DAHRA	
104	65	138	SOMME	
116	72	118	OUARKHOH	
131	81	33	LINGUÉRÉ	Linguéré itself is a road junction of considerable local importance.

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Route 3

THIÈS-KIDIRA

Distance from Dakar Km.	Miles	*Elevation in feet*	*Stations*	*Itinerary*
70	43½	207	THIÈS	Leaving the route for St. Louis, this line bears south-east and then east to descend to Kombole, passing through densely populated areas. From Kombole it runs almost due east-south-east all the way to Diourbel. It crosses a number of minor valleys. At Diourbel is the junction with the branch to Touba. The main line turns sharply south-east through country covered with brush-wood and clumps of trees.
85	53	112	THIÉNABA (halt)	
96	60	36	KOMBOLE	
110	68	52	DANGALMA (halt)	
124	77	66	BAMBEY	
139	86	72	DIABAYE LAGNAR (halt)	
151	94	39	DIOURBEL	
165	102½	81	TOKI (halt)	
178	110½	82	GOSSAS	
197	122	66	GANIEK (halt)	

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Distance from Dakar Km.	Distance from Dakar Miles	Elevation in feet	Stations	Itinerary
206	128	65	GUINGUINÉ	The branch line from Kaolack leaves Guinguiné in the same direction as the main line approaches it. The latter curves gently to assume an easterly course. The Saloum, now shrunk to a tiny seasonal stream, is crossed by a culvert shortly after Birkelane.
231	143½	33	BIRKELANE	
233	145	..	..	
252	156½	39	KAFFRINE	As far as Malème, 4 miles beyond Malème-Hodar station, the line is accompanied by the road, but subsequently runs to its north. The railway comes somewhat south of its most direct route, partly to skirt the arid Ferlo region and partly to divert trade from the Gambia. Most of the villages in this section are the result of the railway. After Sinthiou-Malème the line makes use of the upper part of the valley of the Sandougou, and so reaches Tambacounda, the route's southernmost point in Senegal.
280	174	131.	MALÈME-HODAR	
310	193	148	MAKA YOP	
333·5	207	98	KOUNGHEUL	
361	224	79	KOUPENTOUN	
389	242	130	MALÈME-NIANI	
413	257	66	KOUSSANAR	
433	269	39	SINTHIOU-MALÈME	
459	285	148	TAMBACOUNDA	
486	302	72	COTIARI NAOUDÉ	Bearing north-eastwards, the line runs across a marshy but fertile plain, and, beyond Bala, across undulating country. Between Couténabé and Sinthiou Fissa it rises to its highest point, the watershed between the Gambia and the Senegal basins. As far as Couténabé the line keeps in close company with the road, but from this point onwards the two are apart, the road running to Nayes and the railway
521	324	164	BALA	
550	342	223	BOUIGHEUL BAMBA	
573	356	180	GOUDIRI	
592	368	230	COUTÉNABÉ	
607	377	331	..	
620	385	213	SINTHIOU FISSA	

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Distance from Dakar Km.	Distance from Dakar Miles	Elevation in feet	Stations	Itinerary
638	396	98	KIDIRA	to Kidira. The latter is on the Falémé, which is the border of French Sudan, and it is 39½ miles from Kayes and 405 miles from Koulikoro.

Route 4

DIOURBEL–TOUBA

Distance from Diourbel Km.	Distance from Diourbel Miles	Elevation in feet	Stations	Itinerary
0	0	39	DIOURBEL	Leaving the main line a little over a mile from Diourbel station, this branch line bears north-east. It maintains this general direction throughout its course, having only gentle curves and gradients. The country on either side of the line is extensively cultivated for ground-nuts.
16·5	10	34	DOULO	
29	18	102	DALA	
39	24	161	MBAKÉ	
50	31	167	TOUBA	

Route 5

GUINGUINÉO–KAOLACK

Distance from Guinguiné Km.	Distance from Guinguiné Miles	Elevation in feet	Stations	Itinerary
0	0	65	GUINGUINÉO	Coming out of Guinguiné by the north-west, the line curves very abruptly to run south-west. It is alongside the road all the way. At Kaolack the main station is almost on the bank of the Saloum, but just before it there is a junction with the line to Lyndiane.
22	14	12	KAOLACK	

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Route 6

KAOLACK–LYNDIANE

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Distance from Kaolack Km.	Miles	*Elevation in feet*	*Stations*	*Itinerary*
0	0	..	KAOLACK	After leaving the main line, this railway runs through its own station. It turns north-west and then west-north-west to follow the road. Five miles from the town it curves south-west to reach the landing-stage at Lyndiane.
10·5	6½	..	LYNDIANE	

ROADS

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There are 984 miles (1,584 km.) of intercolonial roads, 66 miles (106 km.) of an Imperial road, and some 2,000 miles (3,300 km.) of colonial roads. The impression that these figures give, however, needs two qualifications. Firstly, there are considerable areas of the colony without roads, and, secondly, many of the roads are by no means up to the standard of their class.

Intercolonial

Intercolonial roads exist as follows: Dakar–St. Louis, Thiès–Nayes, Tambacounda–border of French Guinea, and Kaolack–frontier of the Gambia.

Itineraries. The road from Dakar to St. Louis follows much the same route as the railway. It goes along the coast to Rufisque (15 miles) and then turns inland to Thiès (44 miles). Running roughly parallel to the Atlantic coast, it goes through Tivaouane (57 miles) and Louga (121 miles) to M'Pal (144 miles). It then turns towards the sea to reach St. Louis (168 miles). This road is one of the best in the Federation. Between Dakar and Thiès the surface is tarmac and between Thiès and St. Louis it is firm laterite. A lorry takes about 11 hours to cover the whole distance.

The second road also follows the railway, except between Gossas and Kaffrine. Leaving Thiès by the east, it makes a huge curve through Diourbel (64 miles) and Gossas (80 miles) to Kaolack (107 miles). After that it follows a generally easterly direction by way

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

491 of Kaffrine (144 miles) and Koungheul (204 miles) to Tambacounda (295 miles), an important road junction. From there it turns east-north-east to Bala (338 miles) and Nayes (416 miles). The latter is on the Falémé, which forms the boundary with French Sudan, and 55 miles from Kayes. This road is part of the great highway that connects Dakar with Zinder, but its surface varies from indifferent to bad. The section east of Thiès, for example, is sandy with deep ruts; from Kaolack to Kaffrine sand makes the going heavy and slow; and from Tambacounda to Nayes there are numerous marshes. Many stretches east of Kaolack are impracticable in the wet season.

The third road strikes south from Tambacounda, crosses the Gambia river at Diabougou (25 miles), and reaches the border of French Guinea at 108 miles, 180 miles from Labé. The Gambia is crossed by a temporary bridge, which has been built to replace the ferry that was sunk in April 1941. The surface of this road is fair, being metalled with large pieces of laterite.

The road south-west from Kaolack goes to Messira (49 miles), and then turns south to cross the frontier of the Gambia at 57 miles. From this point a road leads to Barra, 10 miles away, from where there is a ferry to Bathurst.

Imperial

The Imperial road leaves St. Louis by its suburb of Sor and goes north-east through Ross (34 miles). The Senegal river, the boundary of Mauritania, is crossed again at Rosso (66 miles), 38 miles south-west of Mederdra. There is a moderately good laterite surface across [133] level sandy country.

Colonial

There is a long road that provides a connexion along the left bank of the Senegal from near St. Louis to Nayes. Fifty-eight miles from the former town it leaves the Imperial road. From that point it goes to Richard Toll (13 miles), Dagana (28 miles), and Podor (77 miles). After that it does not go through any large town for many miles; but at 127 miles there is a turn for Boghé (Mauritania), 4 miles distant, at 182 miles a turn for Diorbivol, 5 miles distant, and at 186 miles a turn for Kaédi (Mauritania), 16 miles distant. The road then proceeds to Matam (235 miles), an important route centre, and Bakel (328 miles), crosses the railway at Kidira (360 miles), and joins the intercolonial road at Nayes (365 miles). Almost the whole length of this road is liable to flooding.

/92/

I. General Information

131 a) Geographical survey. The circle /cercle, an ad-
634 ministrative district/ of Sine-Saloum is a vast region of 26,000 square kilometers in area. It is one of the most important parts of the colony of Senegal. It is a heavily populated region. Finally, it has an economic value greater than that of the other territories which, together with it, constitute the Government of Senegal in French West Africa.

Bounded on the west by the Atlantic Ocean, it touches on the upper basin of the Gambia to the east and therefore on the very borders of the western Sudan, from which it is separated only by the circle of Tambacounda.

To the north, it reaches the desert of the Ferlo and the Djoloff region.

Along the entire southern part, its frontier runs along the territory of the British colony of Gambia, following precisely the parallel 13° 35' 36", conforming to the delimitation of the International Commission of 1891.

Such are its geographic limits.

133 A great navigable route crosses it from east to west, ending at the ocean; this is the Saloum River, which today is no more than a long maritime channel, narrow in its upper part, which the mud ruins by obstructing it, and ending in a vast estuary with a thousand /93/ ramifications, bordered by banks of sand and providing passage for ocean-going vessels at the place called Pointe de Sangomar, where there is a very narrow and not very deep passage. At low tide, in fact, the depths there are only three and a half to four meters. Under the influence of the trade winds and the tide race, the bar is subject to displacements which the hydrographic
[502] service rectifies by a series of buoys which is continued even
361 beyond the estuary and up to Kaolack, a port about 100 kilometers from the coast.

[505] In this sea arm of the Saloum, the tide makes its effects felt almost to Birkelane, 130 kilometers from the ocean. The

/93 cont./

133 505 channel, however, is accessible to ocean-going vessels of 4,000 to 6,000 tons (1) only as far as Kaolack, whose im-

1. This is about the tonnage of the vessels of the Compagnie Paquet, of the House of Manrel and Prom, and of the foreign vessels which visit the port of Kaolack.

[439]

portance with respect to navigation we shall discuss below.

The Saloum extends into the interior of the land a series of arms which are so many channels or "marigots" /watercourses/ open to cutters and to the native dugouts.

One of the most important is the Sine, which starts at Foundiougne and runs, after many meanders, to the port of Fatick, coming out from the Sérère /Serer/ region, which, however, only cutters of 40 tons can reach.

Nevertheless, the Sine allows steamers of considerable tonnage to tie up at the wharves of Niamnioroh, a small locality which over the past several years has become the gateway to the regions of Sine and western Baol.

133 The appearance of the part neighboring the ocean up to Bathurst is one of a vast fluvial network encompassing islets of low, clayey or sandy land, bordered by huge mangrove trees; this is the region called Bas-Saloum /Lower Saloum/, a fertile area of the same nature as Basse-Casamance /Lower Casamance/, a region of palm trees and of quite dense forests, where unfortunately the clearing of land has begun its devastating work.

From the orographic viewpoint, the region of Sine-Saloum /94/ is a flat region with very slight undulations of the terrain.

Broad longitudinal valleys in a north-south direction descend from the clayey and semi-desert plateaus of the Ferlo and end at the Gambia.

During the rainy season, these depressions in the vicinity of this river form copious streams which dry up rapidly.

/94 cont./

133 On the right bank of the Saloum, these valleys form a more or less continuous string of ponds during the winter.

One of these valleys bears the name of Bao-Bolon; it is several kilometers wide and is the outlet of the region of Birkelane-Kaffrine. The natives report that 50 years ago [505] cutters from Gambia were able to go up this affluent as far as a passage between Nioro-Rip and Médina, about 20 kilometers to the north upstream from the river.

133 In the lower valley of the Saloum, along the marigots, 134 one finds the "tannes," marshy depressions covered with water during the winter, but where, during the dry season, the mud is covered with a layer of sand, which, with saline efflorescences, hardens to the point of constituting a rather firm soil. Here one finds a composite of lime and salt; this is the "poto-poto," feared by travelers, motorists, and pedestrians, who can very easily be swallowed up by it. Between Sangomar and the Gambia, the marine affluents of the Diomboss and the Bandiala and the marigots of Dionouar, Toubacouta, Sokone, Messira, and Djinnack are disclosed.

The upper valley of the Saloum, oriented from east to west, presents less sandy soil with outcrops of laterite. Some undulations of the terrain are more pronounced toward the west, in the region of Pakalla Mandack and Niani-Ouli, where the [137] ravines are at times very deep. The plain and the bottom of the depressions are wooded or covered with a very flourishing vegetation.

The northern part of the circle, which is traversed by the valley of the Sine, is made up of sandy soil, very propitious for the cultivation of groundnuts. This valley, 133 formerly watered by streams, has been entirely overrun by the /95/ sea. This drying up of the region is moreover characteristic of almost all of Senegal. One sees it there in the diminution of the volume of certain rivers, a diminution that sometimes, as in the Cayor, Ferlo, Baol, Sine, and Saloum, extends to the total disappearance of the water.

Moreover, one notes that, as a result of the evaporation of the waters of the Saloum, the salt content of these waters is greater than that of the ocean.

/100 cont./

SR 105 [643] master. The order of succession to the throne was governed by immutable rules. The Grand Diaraff chose the Bour, while being bound to take him from the princely caste of the Guelwars and from the maternal line. The title of Queen, or Linguère, was borne, not by the wife of the Bour, but by his mother.

S 132 Climate. Soil. The climate of Sine-Saloum is very hot and dry. It is painful for the European. The thermometer never drops below 12° centigrade at night. During the day it sometimes climbs up to 45° and even 48°. The thermic average is from 28° to 30°. Two seasons sharply contrast: the dry season, which lasts from November to June and during which the east wind, searing and drying, blows; the rainy season or winter, which runs from June to November, an unhealthy period when swamp fever prevails. The atmospheric precipitation is plentiful. It drops on the average one to 1.20 meters of water. This is very little compared to the figures for Lower Guinea (four to five meters); it is less than in Casamance where the annual rainfall is two meters. But the rate of rainfall here is higher than in all the rest of Senegal. At Dakar and Saint-Louis, for example, from 0.45 to 0.55 meters of water falls.

S ● 133 312 [134] The soil is generally permeable. In certain places drinking water is reached at a shallow depth. By contrast, in other places it is necessary to dig very deep wells. At Fatick, the surface layer of fresh water is at two and a half or three meters. At Kaolack, it is necessary to go more than ten meters, although in some years water has been found at six meters. At Gossas, a deprived area, it has been necessary to dig as far as 90 meters; at Guinguinéo, /map appears here/ /101/ wells are 60 meters deep. It is fitting to mention, as a curious fact, the presence of fresh water on the edge of the marigots of salt water. For example, at Dangana (Sine), the well of the encampment, which is dug one meter from the edge of the river bank and to a depth of 1.5 meters, contains potable water which the inhabitants use.

S 134 The soil is not very rich in humus. It is sandy in the north and silico-argillaceous in the other areas, but very nearly

/Between 100 and 101/

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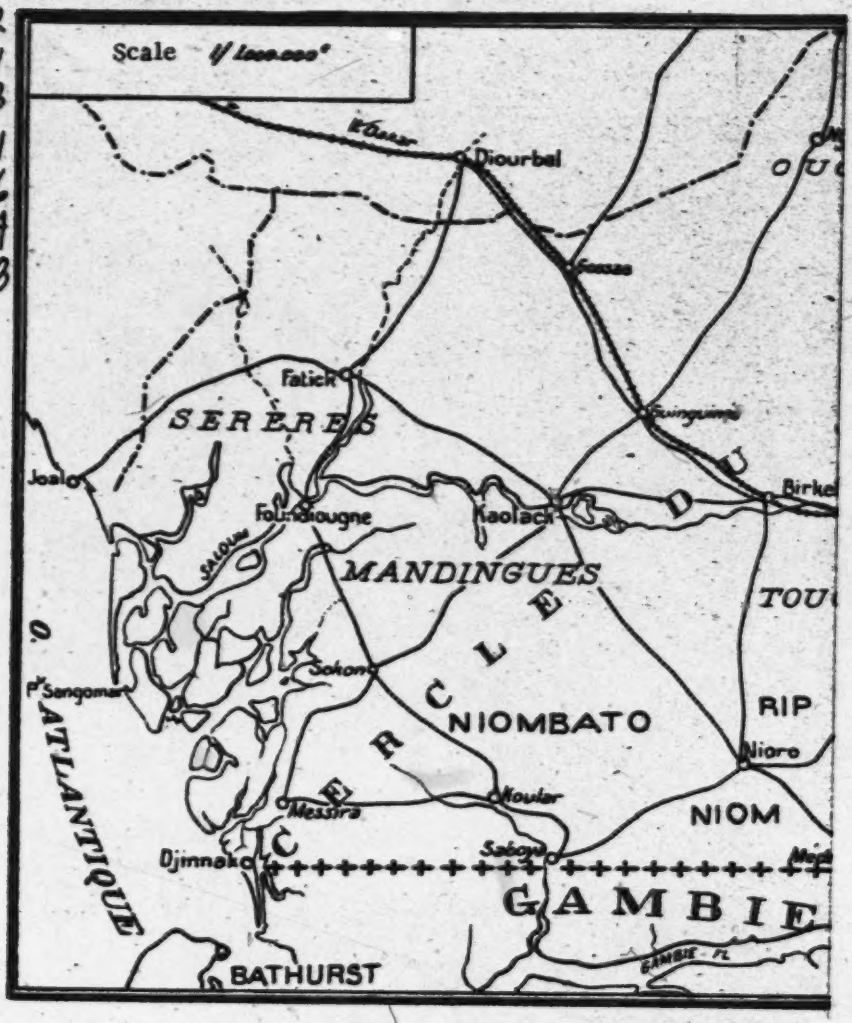

Circle of Sine Saloum

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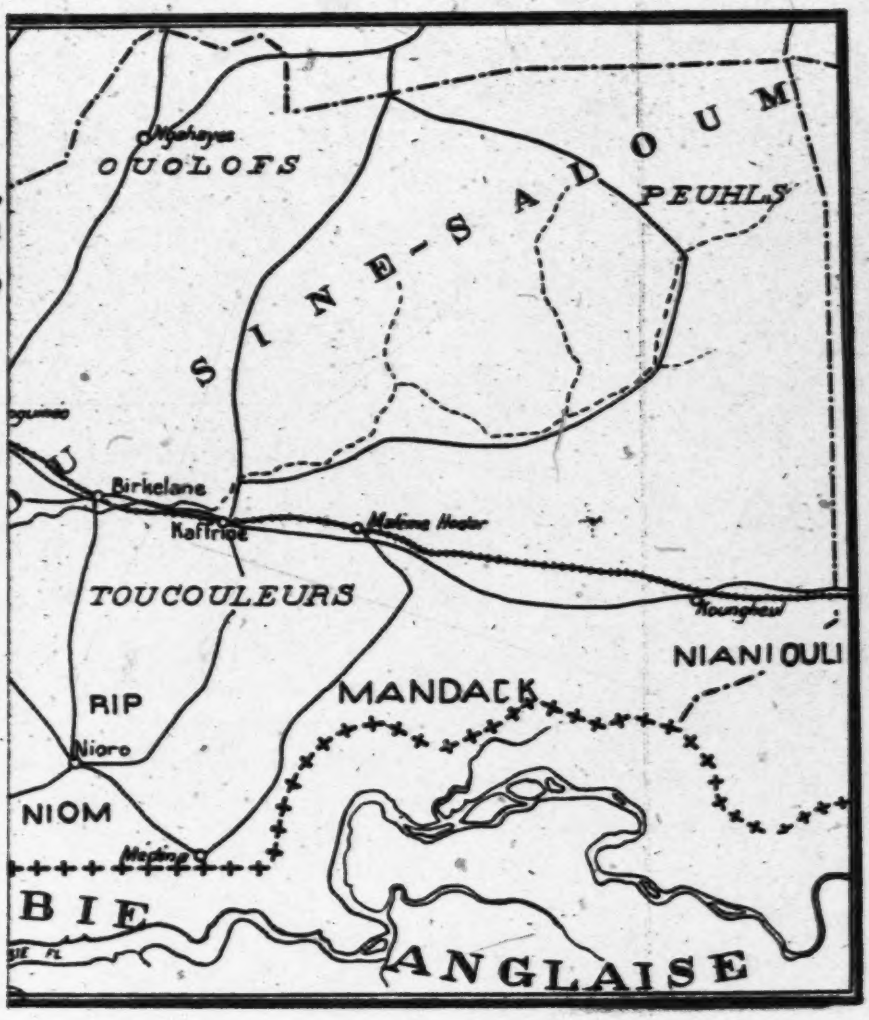

Circle of Sine Saloum

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23: Aujas--32 G-5 (no date) 1929 MS37 Senegal MS37

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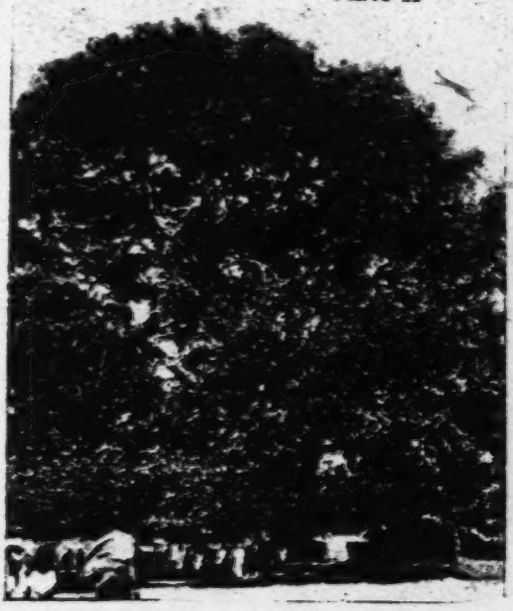
Plate II



A Gambian mahogany tree on the Latmingué road.

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The mouth of the Saloum at Dionouar.